

26

No. 6
Section,
S.I.B., J.M. Police,
7421 PM.

27th Jan. 44.

STATEMENT OF:-

GILBERT, Ronald
Via Archimede 121, Florida, SVA. OUSE.

WFO SAITH:-

"I am a Lomon and Orange Merchant. About 2 months ago CHEVISE asked me if I could go over to TILMBO with an English ship on which he had embarked some wine and oranges, and if I would sell the goods in TILMBO. CHEVISE said I was to give the English Captain 100,000 lire when I had sold the goods, and the Captain, when arriving at TILMBO, had to give me all the papers relating to the goods so that I could take them into the town and sell them. CHEVISE said as soon as I got to TILMBO I was to call on A.M.D.O.T. there and try to sell them the goods or to the Allied Forces. I agreed to go and left CHEVISE in the Captain's ship. I reached TILMBO on 3rd Dec. 43 about 1 p.m.

Next morning I went ashore with MYERS and went around the town looking for A.M.D.O.T. We couldn't find it. I looked for a store for the goods and found one. The owner of the store was willing to give me 200,000 lire to pay off the Captain and the necessary dues. We went back to where we had left the ship about 5.30 p.m. but the ship was not there and the goods were on the quay and there was a man from the ship on guard. The man said the ship was in the Mare Piccolo.

Next day we went on board, but the Captain was not there. The Sergeant gave us a man to accompany us to Piazza Fontana where we saw the Captain. I told the Captain I could give him 100,000 lire and then I could take the goods and sell them. The Captain showed me a paper written in Italian. There were some figures on this paper, there was written 1,700,000 lire and the 40% of it, 682,000 lire. The Captain said that was what he said in STAMUSS, that he was to have 40% and he wanted 600,000 lire. The Captain said he would be going away then but would be in the office at 2 p.m. He did not turn up and for two days I did not see him. I met the director of the Exclau who told me the goods had been taken away and no duty had been paid. I told him I had not sold any of the goods and that the cargo was still on the deck. He went to the docks and some lorries were taking the goods away. He went to the place where the wine and oranges was taken to. There we found the Captain. He said, "I have sold all the goods and if you will come on board at 5 p.m. I will give you the money." We went on board at 5 p.m. but the Captain was not there. For another two days I did not see the Captain although I

agreed to go and left immediately in the Captain's ship L.M. LINDA.

Next morning I went ashore with PROVENZA and went around the town looking for M.M.C.O.T. We couldn't find it. I looked for a store for the goods and found one. The owner of the store was willing to give me 200,000 lire to pay off the Captain and the necessary dues. We went back to where we had left the ship about 3.30 p.m. but the ship was not there and the goods were on the quay and there was a man from the ship on guard. The man said the ship was in the Mare Piccolo.

Next day we went on board, but the Captain was not there. The Sergeant gave us a man to accompany us to Piazza Fontana where we saw the Captain. I told the Captain I could give him 100,000 lire and then I could take the goods and sell them. The Captain showed me a paper written in Italian. There were some figures on this paper, there was written 1,700,000 lire and the 40% of it, 680,000 lire. The Captain said that was what was said in STRACUSSE, that he was to have 40% and he wanted 600,000 lire. The Captain said he would be going away then but would be in the office at 2 p.m. He did not turn up and for two days I did not see him. I met the director of the Exile who told me the goods had been taken away and no duty had been paid. I told him I had not sold any of the goods and that the cargo was still on the docks. We went to the docks and some lorries were taking the goods away. We went to the place where the wire and oranges was taken to. There we found the Captain. He said, "I have sold all the goods and if you will come on board at 5 p.m. I will give you the money." We went on board at 5 p.m. but the Captain was not there. For another two days I did not see the Captain although I went on board several times.

Afterwards we went down to the admiralty. There I saw a man dressed in civilian clothes. He spoke very good Italian and he told me to come back the next day at 4 p.m. when he would have made enquiries. We called the next day when he said the Captain was not in TARIATO. The interpreter, RAUL SOLARI, wrote a letter to the Captain and PROVENZA took it to the ADMIRALTY. There he found the Captain. PROVENZA received 15,000 lire from the Captain and a letter written in English to RAUL SOLARI. RAUL SOLARI read the letter and gave it to me to take to CAPVASE. In the letter he said he would meet us the next morning in the office of RAUL SOLARI. He did meet us, and said he had sent the money to M.M.C.O.T. STRACUSSE the day before and had given the 15,000 lire to PROVENZA because he saw they had no money. I asked the Captain how much he had sold the wire for and he answered that it wasn't my affair. I asked the Captain for one permit to leave TARIATO for STRACUSSE and he said he would bring it at 5 p.m. He did not. Next day we took the train and returned to STRACUSSE. This statement has been read over to me in Italian and is true.

(Signed) ROSARIO GUARDO.

16
This is to certify that the above statement was made orally to me in Italian. This I translated into English to the best of my ability. I read it over to GILBERT and he declared it to be true.

(Signed) JEROME LOUIS.

Statement taken and signature witnessed by me, assisted by official interpreter to A.F.M. 55 Area.

(Signed) W. HUTCHINS. Capt.

785017

404

Statement taken and signature witnessed by an associated
by official interpreter to J.P.H. 55 Area.

(Elyria) W. HUPPES, Dept.

No. 67 section,
S.I.B., C.M. Police,
M.O., TRIESTE.

27th Jan. 44.

PROVERBA, Ronoline
Station Hotel, SYRACUSE.

SCANDINAVIAN CP:-

MR. SAITH:-

"I am employed by GEMVASE at his hotel. About the 29th or 30th of Dec. 43 I sailed with an English Captain on the ALVALADE to TRIESTE. I had been instructed by GEMVASE to go to TRIESTE and sell the wine and oranges at the best price I could get and to give a percent of money out of the sale to the Captain of the ship. He said if the price was good I was to give the Captain 100,000 lire. GEMVASE also came with me to help sell the wine and oranges.

When we got to TRIESTE we left the ship at 7.30 a.m. and enquired in the town about prices. We came back to the dock about 3.30 p.m. and found the ship had gone away from the docks and was in the Mare Piccolo. The wine and oranges had been disembarked. We tried many times to find the Captain, but we were always told he was not there. Three or four days went by and I met the Captain in an office in Piazza Fontana. A merchant's office.

The Captain wanted 700,000 lire for bringing over the wine and oranges. I offered 100,000 lire and went up to 140,000 lire. The Captain said "All-right" and said he would meet us at the same office in the evening, but he did not appear.

In the end we found Raoul SOLERI, an interpreter at TRIESTE, Via Silegona. My companion and Raoul SOLERI went around the town to discover where the wine was being sold. I waited at Piazza Fontana. My companion and Raoul SOLERI returned while I was at a restaurant. They told me they had found out where the wine was being sold and also had seen the Captain.

The next day we went over to the Admiralty to try and find the Captain and afterwards we went to Raoul SOLERI's office and he wrote a letter to the Captain. I went to the Captain's ship and found the Captain there and gave him the letter. The Captain read the letter and said he would meet me next day at Raoul SOLERI's office. I told him I had no money and the Captain gave me 15,000 lire, in Italian notes of 100 lire. I signed a receipt. The following day we met at Raoul SOLERI's office. The Captain said he had sent the money for the wine.

"I am employed by GENVASI at his hotel. About the 29th or 30th of Dec. 43 I sailed with an English Captain on the ALVALARE to TALLATO. I had been instructed by GENVASI to go to TALLATO and sell the wine and oranges at the best price I could get and to give a percent of money out of the sale to the Captain of the ship. He said if the price was good I was to give the Captain 100,000 lire. GENVASI also came with me to help sell the wine and oranges.

When we got to TALLATO we left the ship at 7.30 a.m. and anchored in the town about noon. We came back to the dock about 3.30 p.m. and found the ship had gone away from the docks and was in the Mare Piccolo. The wine and oranges had been disembarked. So I tried many times to find the Captain, but we were always told he was not there. Three or four days went by and I met the Captain in an office in Piazza Pontana, a merchant's office.

The Captain wanted 700,000 lire for bringing over the wine and oranges, I offered 100,000 lire and went up to 140,000 lire. The Captain said "allright" and said he would meet us at the same office in the evening, but he did not appear.

In the end we found Raoul SOLARI, an interpreter at TALLATO, via Pitagora. By comparison and Raoul SOLARI went around the town to discover where the wine was being sold. I waited at Piazza Pontana. By comparison and Raoul SOLARI returned while I was at a restaurant. They told me they had found out where the wine was being sold and also had found the Captain.

The next day we went over to the Admiralty to try and find the Captain and afterwards we went to Raoul SOLARI's office and he wrote a letter to the Captain. I went to the Captain's ship and found the Captain there and gave him the letter. The Captain read the letter and said he would meet me next day at Raoul SOLARI's office. I told him I had no money and the Captain gave me 12,000 lire, in Italian notes of 100 lire. I signed a receipt. The following day we met at Raoul SOLARI's office. The Captain said he had sent the money for the goods over to GENVASI and that he had given us the 12,000 lire out of his pocket. I asked the Captain to give us a permit to get back to SIMIGLIA. The Captain said he would send us the permit at 5 p.m. He did not do so. The next day we left TALLATO by train to GENOVA and finally got back to SIMIGLIA.

This statement has been read over to me in Italian and it is true."

(Signed) PROVENZA Rosolino

This is to certify that the above statement was made orally to me in Italian. This I translated into English to the best of my ability. I read it over to PROVENZA and he declared it to be true.

(Signed) Arturo Lopez

Statement taken and signature witnessed by me, assisted by Official Interpreter to A.F.M. 55 Iron.

(Signed) T. WRIGHT, Capt.

13. 67 Section,
S.I.B., M. Police,
3. 2. 1 info.

24. 1. 44.

Capt. Paolo M. L. M.
Via Patagonia 174, Palermo.

ST. CLEMENT 08:-

CHU S. L. M.:-

On 9th January, 1944, CAPTAIN PORTINARO brought to my office a Sicilian, I don't know his name, but I could recognise him again because he walked with a limp, and he had arrived in Palermo on an English ship named "M. L. M." which was carrying wine, Vermouth and Marsala wine, and also oranges. CAPTAIN PORTINARO informed me that he had bought these wines and oranges from this Sicilian and that they had been these wines and oranges being delivered to another wine merchant named M. L. M. in English lorries.

I immediately went to the store of M. L. M. and saw an English Captain. He had assisted in the delivery of the wines. I asked the English Captain why he had sold the wine to M. L. M. and he told me that the wine and oranges had been given to him by M. L. M. and that he was trying to get in the biggest price possible for M. L. M.

The Sicilian could not produce to me any papers in order to give his permission to sell the wine so I asked the English Captain if he could produce to me any papers and he produced a "Manifest" which was signed by M. L. M. authorizing him to sell the wine. I asked the Sicilian how he knew to be in M. L. M. and he informed me that he had come over on the ship and on his friend and that the Ship's Captain had put their names which were signed by M. L. M. On the 6th January, 1944, the two Sicilians came to my office about 10 a.m. and told me that they could not find the ship "M. L. M." and wanted me to accompany them to the docks to assist in finding the ship. I did not accompany them to the docks.

On the 7th January, 1944, the two Sicilians again came to my office and told me that they had found the ship. I gave them two Sicilian a letter to give to the Captain requesting him to call at my office. On the same night the two Sicilians came to my office and informed me that the Captain had given them 13,000 lire.

On the 8th January about 10.30 a.m. the Captain and two Sicilians came to my office and the Sicilian asked for more money from the Captain but the Captain said that 13,000 lire is sufficient. The Sicilians then asked the Captain what he had done with the money and he informed that he had sent it on to SYDNEY by a mail post. They then asked him for the pass to return to SYDNEY and he told them he would send them the pass to my office. This was done but the Sicilians did not return to my office for the pass. I have not seen

785017

the ship delivered in another view pertinent record from records, in English
 location.

I subsequently took to the store of MORE, MARILO and now
 an English Captain. He had assisted in the delivery of the wines. I
 asked the English Captain why he had sold the wine to MORE and he
 told me that the wines and oranges had been given to him by J.M.C.O.F.
 and that he was trying to obtain the highest price possible for

the Sicilians could not produce to me at present in order
 to give him permission to sell the wine as I asked the English Captain
 if he could produce to me any papers and he produced a "manifest"

which was signed by J.M.C.O.F. authorizing him to sell the wine.
 I asked the Captain how he came to be in the ship and he informed
 me that he had come over on the same ship in his friend and that the
 ship's Captain had put their names which were signed by J.M.C.O.F.

On the 14th January, 1944, the two Sicilians came to my
 office about 10 a.m. and told me that they could not find the ship
 "Sicilian" was ordered as to accompany them to the docks.

In finding the ship. I did not accompany them to the docks.

On the 14th January, 1944, the two Sicilians again came to
 my office and told me that they had found the ship. I gave them two
 Sicilians a letter to give to the Captain requesting him to call at
 my office. On the same night the two Sicilians came to my office
 and informed me that the Captain had given them 15,000 lire.

On the 14th January, 1944, the Captain and two
 Sicilians came to my office and the Sicilians asked for more money
 from the Captain and the Captain said that 15,000 lire is sufficient.
 The Sicilians then asked the Captain what he had done with the money
 and he informed that he had sent it on to MARILO by mail post.

They then asked him for the pass to return to MARILO and he told
 them he would take the pass to return to my office. This was done but the
 Sicilians did not return to my office for the pass. I have not seen
 these two men since and I have lost the passes.

I was asked in the capacity of interpreter between the
 English Captain and the two Sicilians, for which I received 2000 lire

from the Sicilians.

This statement has been read over to me in Italian and

it is true.

(Signed) Capt. RAOUL COLARI

This statement taken and signature witnessed by me with the
 presence of official interpreter, LUIGI LO VINCIGLIONE on 24th

Jan 25, 1944

(Signed) T. NEWAY, Sgt.

67 S.I.S., C.M.F.

I have verified that the above statement given orally
 to me in Italian has been translated into English to the best of my
 ability. I have read over the above statement in the Italian language
 and the said RAOUL COLARI has declared it to be true.

785017

[illegible]

12345678910111213141516171819202122232425262728293031323334353637383940414243444546474849505152535455565758596061626364656667686970717273747576777879808182838485868788899091929394959697989910010110210310410510610710810911011111211311411511611711811912012112212312412512612712812913013113213313413513613713813914014114214314414514614714814915015115215315415515615715815916016116216316416516616716816917017117217317417517617717817918018118218318418518618718818919019119219319419519619719819920020120220320420520620720820921021121221321421521621721821922022122222322422522622722822923023123223323423523623723823924024124224324424524624724824925025125225325425525625725825926026126226326426526626726826927027127227327427527627727827928028128228328428528628728828929029129229329429529629729829930030130230330430530630730830931031131231331431531631731831932032132232332432532632732832933033133233333433533633733833934034134234334434534634734834935035135235335435535635735835936036136236336436536636736836937037137237337437537637737837938038138238338438538638738838939039139239339439539639739839940040140240340440540640740840941041141241341441541641741841942042142242342442542642742842943043143243343443543643743843944044144244344444544644744844945045145245345445545645745845946046146246346446546646746846947047147247347447547647747847948048148248348448548648748848949049149249349449549649749849950050150250350450550650750850951051151251351451551651751851952052152252352452552652752852953053153253353453553653753853954054154254354454554654754854955055155255355455555655755855956056156256356456556656756856957057157257357457557657757857958058158258358458558658758858959059159259359459559659759859960060160260360460560660760860961061161261361461561661761861962062162262362462562662762862963063163263363463563663763863964064164264364464564664764864965065165265365465565665765865966066166266366466566666766866967067167267367467567667767867968068168268368468568668768868969069169269369469569669769869970070170270370470570670770870971071171271371471571671771871972072172272372472572672772872973073173273373473573673773873974074174274374474574674774874975075175275375475575675775875976076176276376476576676776876977077177277377477577677777877978078178278378478578678778878979079179279379479579679779879980080180280380480580680780880981081181281381481581681781881982082182282382482582682782882983083183283383483583683783883984084184284384484584684784884985085185285385485585685785885986086186286386486586686786886987087187287387487587687787887988088188288388488588688788888989089189289389489589689789889990090190290390490590690790890991091191291391491591691791891992092192292392492592692792892993093193293393493593693793893994094194294394494594694794894995095195295395495595695795895996096196296396496596696796896997097197297397497597697797897998098198298398498598698798898999099199299399499599699799899910001001100210031004100510061007100810091010101110121013101410151016101710181019102010211022102310241025102610271028102910301031103210331034103510361037103810391040104110421043104410451046104710481049105010511052105310541055105610571058105910601061106210631064106510661067106810691070107110721073107410751076107710781079108010811082108310841085108610871088108910901091109210931094109510961097109810991100110111021103110411051106110711081109111011111112111311141115111611171118111911201121112211231124112511261127112811291130113111321133113411351136113711381139114011411142114311441145114611471148114911501151115211531154115511561157115811591160116111621163116411651166116711681169117011711172117311741175117611771178117911801181118211831184118511861187118811891190119111921193119411951196119711981199120012011202120312041205120612071208120912101211121212131214121512161217121812191220122112221223122412251226122712281229123012311232123312341235123612371238123912401241124212431244124512461247124812491250125112521253125412551256125712581259126012611262126312641265126612671268126912701271127212731274127512761277127812791280128112821283128412851286128712881289129012911292129312941295129612971298129913001

[illegible]

Mr. 14271725 Sergeant T. L. WOODEN,
P.O. 2840 Bessie Jackson,

UNITED STATES DEPARTMENT OF AGRICULTURE

together with the other U.S. Art. I left the post Detachment of the Field Artillery Station at Washington, D.C. and our duty consists in the visiting of local names and we leave there before leaving for Newport Station. It is not part of the general duty so far, much of the general touring with the Artillery, U.S. Art. although we have been with the Artillery U.S. Art. then we not at the same time.

[illegible]

There are no restrictions placed on citizens for any civil suits to be filed in Court, and no citizen can get arrested for any civil suit. I have no objection to any citizen to be arrested or to be sued in a civil suit. I have no objection to any citizen to be arrested or to be sued in a civil suit.

There, the only way over the water was by the old bridge, and this was the only way.

Copyright © 2004 John Wiley & Sons, Ltd.

inter-country border area of Georgia, which has 25,000.

(Copyright) ©. All Rights Reserved. Copyright.

785017

duty complete of the voting of each named and to leave before
 leave taken for without reason. It is not part of our general
 duty to vote, provide the necessary facilities for the election of
 although many such a and provided no means of their own, then or not
 on the same day.

on the same day 200.

I mentioned Curb, Hamilton, Paul, Harrison and a ship's
German conduct to this office on 1 April 1945. Their
business interests are vested by us in the company. Attention

drawn to original
attached to original

[illegible]

Journal of Management Education 35(1)

[illegible]

Copyright © 2000 John Wiley & Sons, Inc.

1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 2482. 2483. 2484. 2485. 2486. 2487. 2488. 2489. 2490. 2491. 2492. 2493. 2494. 2495. 2496. 2497. 2498. 2499. 2500. 2501. 2502. 2503. 2504. 2505. 2506. 2507. 2508. 2509. 2510. 2511. 2512. 2513. 2514. 2515. 2516. 2517. 2518. 2519. 2520. 2521. 2522. 2523. 2524. 2525. 2526. 2527. 2528. 2529. 2530. 2531. 2532. 2533. 2534. 2535. 2536. 2537. 2538. 2539. 2540. 2541. 2542. 2543. 2544. 2545. 2546. 2547. 2548. 2549. 2550. 2551. 2552. 2553. 2554. 2555. 2556. 2557. 2558. 2559. 2560. 2561. 2562. 2563. 2564. 2565. 2566. 2567. 2568. 2569. 2570. 2571. 2572. 2573. 2574. 2575. 2576. 2577. 2578. 2579. 2580. 2581. 25

(23.000) 1. 100.000. 000.

492

20
No. 37 Section,
S.I.D., C.H. Police,
H.Q. TAIKHO.

20th Jan. 44.

STATEMENT OF:-

No. 193865 Sgt. C.R. WICKS,
344 Field Security Section.

WHO SAID:-

"I work with Sgt. LUMFORD at the Port Detachment Office
at SINGAPORE.

I remember Capt. WHELDON, Pte. MCKENZIE and a ship's
fireman calling at our office. We both attended to the writing of
the fireman. I heard no mention made of permission being granted to
any civilians to travel on Capt. WHELDON's ship. I did not sign any
permit for any civilians to travel on the WHELDON."

(Signed) C.R. WICKS. Sgt.

Statement taken and signature witnessed by me.

(Signed) W. HAWTHINS. Capt.

No. 193885 Sgt. C.R. WICKS,
314 Field Security Section.

WED SAITH:-

at STRALOUSE.
"I work with Sgt. LAMFORD at the Port Detachment Office

I remember Capt. THENDON, Pte. MCKENZIE and a Ship's
Fireman calling at our office. We both attended to the vetting of
the Fireman. I heard no mention made of permission being granted to
any civilians to travel on Capt. THENDON's ship. I did not sign any
permit for any civilians to travel on the ALBATROSS."

(Signed) C.R. WICKS. Sgt.

Statement taken and signature witnessed by me.

(Signed) W. HUGHES. Capt.

Declassified E.O. 12356 Section 3.3/NND No.

785017

4091

32

No. 67 Section,
S.I.B., C.M. Police,
W.I., T.M.M.

STATEMENT OF:-

No. 104843 Sergeant H.S.W., J.H.N.,
314 Field Security Section,

"I am the N.C.O. in charge of the Port Detachment of
314 Field Security Section at SYRACUSE.

Our duties in regard to permits for civilians to travel
to the mainland are to vet applicants who must be in possession
of authority to travel from a competent authority such as Movement
and Transportation or M.C.C.F. etc. Our responsibility is solely
in regard to identity, checking up purpose of travel and to see that
no unaccredited documents etc. are taken.

In no circumstances have we authority to allow anyone
to travel.

I was not present when Capt. WHELAN and Pte. HANCOCK
called at the Port Section and I know nothing about any passengers
which may have been carried."

(Signed) J.H.N. H.S.W., Sgt.
104843.

Statement taken and signature witnessed by me.

(Signed) T. HANCOCKS, Capt.

Our duties in regard to passengers to the mainland are to vet applicants who must be in possession of authority to travel from a competent authority such as Movement and Transportation or M.C.C.T. etc. Our responsibility is solely in regard to identity, checking up purpose of travel and to see that no unaccompanied documents etc. are taken.

In no circumstances have we authority to allow anyone to travel.

I was not present when Capt. WHELAN and Pto. MURPHY called at the Port Office and I know nothing about any passengers which may have been carried.

(Signed) J.H. NICHOLSON, Sgt.
160184J.

Statement taken and signature witnessed by me.

(Signed) W. HURCHILL, Capt.

No. 67 Section,
S.I.S., C.M. Police,
N.Q., T.F. 270.

30th Jan. 42.

STATEMENT OF:-

Major M.P. L. B. B. B.

"I am the D.A. D.M.C. (14) No. 1 District. On the 29th Oct. 43 Movements at MILWAUKEE were instructed by letter to discharge the cargo 'MILWAUKEE' and to load her to proceed with ammunition. Owing to the delay in her arrival this was admitted again by letter on the 17th Dec. 43. (Ref. 413/4/13)

No instructions were issued to load other stores and without such instructions from this office no load other than that specified should have been loaded.

(Signed) M.P. L. B. B. B. Major.

Navy House,
Cantonment.

28th Jan. 1944.

STATEMENT OF:-

Lieut. Commander J.L. YOUNG, R.N.R.,
"Hudson House", T.M. 303, who said:-

"The movements of all vessels within the port of SWANSEA are controlled by the Royal Navy, and no vessel is permitted to proceed out of port without prior permission, in the case of merchant vessels, by the Royal Control Service, Bristol."

In the case of submarines, and small warships, controlled by R.N.G.O.S., a defined form giving the manifest of the cargo, and sailing orders is issued, and this form is countersigned by one of the Royal Control Service Office's staff."

The Royal Officer's signature only refers to that part of the form giving the cargo permission to proceed, and is in no way concerned with the cargo on board."

With regard to the manifest issued to the transfer "H.V.I. 1111" this was countersigned by Sub-Lieutenant STONE, S.M.F. (V) and R.N.G.O.S.'s representative gave him to understand that cargo space had been allowed on board this vessel to them. Sub-Lieutenant STONE has since been transferred."

(Signed) J.L. YOUNG.

Lieutenant Commander, R.N.R.

"The movements of all vessels within the port of SHALONG are controlled by the Royal Navy, and no vessel is permitted to proceed out of port without prior permission, in the case of merchant vessels, by the Naval Control Service Officer."

In the case of submarines, and small vessels, controlled by A.M.G.O.F., a combined form giving the manifest of the cargo, and sailing orders is issued, and this form is countersigned by one of the Naval Control Service Officer's staff.

The Naval Officer's signature only refers to that part of the form giving the vessel permission to proceed, and is in no way concerned with the cargo on board.

With regard to the manifest issued to the trader "M.V. LIZARD" this was countersigned by Sub-Lieutenant STONKS, S.M.N.F. (V) and A.M.G.O.F.'s representative gave him to understand that cargo space had been allocated on board that vessel to them.

Sub-Lieutenant STONKS has since been transferred.

(Signed) J.E. YOUNG.

Lieutenant Commander, R.N.R.

No. 67 Section,
S.I.S., C.M. Police,
H.Q. MAFS.

24. 1. 44.

STATEMENT OF:-

Raynister Lt. Comm. HOLLAND, N.,
"H.M.S. ANTHROPOID", Royal Navy.

WHO SAID:-

About 10 days ago I was in a cafe with another Naval Officer when I met an Army Officer whom I now know to be Capt. WHELDON.

On the 16th January, 1944 Capt. WHELDON came on board at my invitation. Whilst in the "Card Room" Mess Capt. WHELDON asked me if I could sell him about 2500 worth of Postal Orders. I told him that it was contrary to regulations. He then said that he had 2500 or 2900 and asked me if I could help in any way in getting this sum of money back to United Kingdom for him. He attributed his possession of this money to great luck at "Poker" during the last six or seven months. I told him that I would examine the regulations to see if I could help him.

About two days later he again came on board asking for my decision. I told him that I had still not found any way of helping him within the Naval Regulations, but that I would get in touch with him if I did so. He then asked me whether I would be willing to send money to United Kingdom, he could exchange B.M.B. Currency for ordinary English notes. He produced a bundle of 100 new 1000 lire B.M.B. notes.

It seemed unlikely that he would have received these notes in payment of Poker winnings so I avoided giving him a direct answer and later asked Lt. CRR, Naval Base Security Officer, for his advice.

I have not seen Capt. WHELDON since the second time he came on board.

I have read over this statement and it is true.

(Signed) NELL HOLLAND,
Pte. Lieut. Cdr. R.N.

Statement taken and signature witnessed by me on
24th January, 1944 at 1045 hrs. on H.M.S. "ANTHROPOID."

(Signed) H. MURPHY Sgt.
S.I.S., C.M.P.

WHO SAID:-

About 10 days ago I was in a cafe with another Naval Officer when I met an Army Officer whom I now know to be Capt. WHELDON.

On the 16th January, 1944 Capt. WHELDON came on board at my invitation. Whilst in the Ward Room Mess Capt. WHELDON asked me if I could sell him about £100 worth of Postal Orders. I told him that it was contrary to regulations. He then said that he had £300 or £300 and asked me if I could help in any way in getting this sum of money back to United Kingdom for him. He attributed his possession of this money to great luck at "Poker" during the last six or seven months. I told him that I would examine the regulations to see if I could help him.

About two days later he again came on board asking for my decision. I told him that I had still not found any way of helping him within the Naval Regulations, but that I would get in touch with him if I did so. He then asked me whether finding money to United Kingdom, he could exchange B.M.L. Currency for ordinary English notes. He produced a bundle of 100 new 1000 lire B.M.L. notes.

It seemed unlikely that he would have received these notes in payment of Poker winnings so I avoided giving him a direct answer and later asked Lt. CDR, Naval Base Security Officer, for his advice.

I have not seen Capt. WHELDON since the second time he came on board.

I have read over this statement and it is true.

(Signed) NOEL BOLLAND.

Lt. Lieut. Cdr. R.N.

Statement taken and signature witnessed by me on 24th January, 1944 at 10.45 hrs. on H.M.S. "ALBATROSS".

(Signed) H. NEWBY Sgt.

67 S.I.S., C.M.P.

No. 67 Section,
S.I.B., C.M. Police,
T.M. 1944.

2. 2. 44.

No. 256328 Capt. WEBB, R.D.,
32nd Field Battery, R.A.S.C.

STATEMENT OF:-

WHO STATES:-

On or about the 17th or 18th January, 1944 an Officer whom I now know as Capt. WHELDON who was attached to my unit for pay and rations, came to my office and in the course of conversation asked me if I could advise him regarding remitting money to the United Kingdom. I asked him what amount he wished to remit and he replied "Some hundreds." I told Capt. WHELDON that I would think it over and let him know, but at the time I told him that it was practically impossible.

He did not at any time show me the amount that he wanted to send to United Kingdom, and I do not know whether Capt. WHELDON had this money on his person at the time or not.

I have read over this statement and it is true.

(Signed) R.D. WEBB, Capt.
R.A.S.C.
2 Feb. 1944.

Statement taken and signature witnessed by me on
2nd February, 1944 at 10.45 hrs.

(Signed) R. NEMBY, Sgt.
67 S.I.B., C.M.P.

On or about the 17th or 18th January, 1944 an Officer whom I now know as Capt. WELDON who was attached to my unit for pay and rations, came to my office and in the course of conversation asked me if I could advise him regarding rewriting money to the United Kingdom. I asked him what amount he wished to remit and he replied "Some hundreds." I told Capt. WELDON that I would think it over and let him know, but at the time I told him that it was practically impossible.

He did not at any time show me the amount that he wanted to send to United Kingdom, and I do not know whether Capt. WELDON had this money on his person at the time or not.

I have read over this statement and it is true.

(Signed) R.D. WEBB, Capt.
R.A.S.C.
2 Feb. 1944.

Statement taken and signature witnessed by me on
2nd February, 1944 at 10.45 hrs.

(Signed) H. NEWBY, Sgt.
67 S.I.S., C.M.P.

No. 67 Section,
S.I.S., G.M. Fallon,
H.Q., TARANTO.

2 Feb 44.

STATEMENT OF:-

Captain William J. G. MURPHY,

WHO SAID:-

"I was the Officer Commanding 67th Section, S.I.S., C.M. Police. On Wednesday the 15th Jan. 44, accompanied by my Sergeant HONEY I went aboard the ALVALADE which was then berthed at TARANTO Docks. I saw the accused, Captain MURPHY. I told him who we were and that I was making enquiries regarding information which I had received to the effect that he had sold 67 cases of wine and 2,000 kilos of oranges to a local wine merchant at TARANTO. He said, "How did that get out. You're quite true, I brought it over from STRASS on my ship."

I then cautioned him and he elected to make a statement. This I took down in writing, he read it over and signed it. (Exhibit C.) I showed him the receipt (Exhibit B) signed Capt. M.D. ALVALADE and he agreed to see the wine signed by him and handed to the wine merchant.

He handed me a ship's receipt (Exhibit E). I told him I wanted the money which he had received for the sale of the wine and he handed me one hundred and forty one thousand, four hundred lire. (Exhibit D)

I then made further enquiries and about 10.35 a.m. on the 20th January, 1944 I again saw Capt. MURPHY at the D.A.F.M.'s Office, H.Q. 52 Ave. Captain MURPHY and Lieut. GALLIARD were present, and also Sgt. MURPHY. I told Capt. MURPHY I had been instructed to arrest him on a holding charge under Sec. 40 of the Army Act, i.e. "Conduct prejudicial to good order and military discipline in that he had brought away in a U.D. vessel from STRASS to TARANTO an unauthorized cargo of wine and oranges which he had disposed of at TARANTO to his private gain." I cautioned him and he said "There's nothing else I can say. I took a chance and it didn't work off. I have been losing all this time. I lost £10,000 in CURRENCY when the Germans walked in. I saw a chance of making some money and so I took it. It was a gamble which didn't come off."

I then took from him a sum of money amounting to 6,140 lire, £5.16.0 in B.M.A. notes and two U.S. Dollars. (Exhibit F) I also took from him the papers marked Exhibits G, H, I, J, K and N., which contain some reference to this transaction, together with two diaries labelled Exhibits M and L.

were and that I was making inquiries as to the value of the 67 cases of wine and 2,000 received to the extent that he had sold 67 cases of wine and 2,000. He said, "How much of money to a local wine merchant as TARKO." I brought it over from him that got out. For it's quite true, I brought it over from him that got out.

I then contacted him and he elected to make a statement. This I took down in writing. He read it over and signed it. (Exhibit C.) I showed him the receipt (Exhibit 3) signed by him and handed to the wine and he agreed to sign the receipt signed by him and handed to the wine merchant.

He asked me a ship's receipt (Exhibit 3). I told him I wanted the receipt which he had received for the sale of the wine and he handed me one hundred and forty two thousand, four hundred lire.

I then made further inquiries and about 10:35 a.m. on the 20th January, 1945 I again saw Capt. WHEATON at the D.A.P.M.'s Office, H.Q. 5th Area. Captain WHEATON and Ident. CALIFORNIA were present. I told Capt. WHEATON I had been instructed to arrest him on a holding charge under Sec. 10 of the Army Act, i.e. "conduct prejudicial to good order and military discipline in un-authorized cargo of wine and rations which he had disposed of at TARKO to his private gain." I cautioned him and he said "Where's TARKO to his private gain." I took a chance and it didn't come off. I have been losing all this time. I lost \$15,000 in Germany when the Germans walked in. I saw a chance of making some money and so I took it. It was a gamble which didn't come off.

I then took from him a sum of money amounting to 6,140 lire, 28,16.0 in D.M.A. notes and two U.S. Dollars. (Exhibit 4) I also took from him the papers marked Exhibits G, H, I, J, K and M, which contain some reference to this transaction, together with two diaries labelled Exhibit N and O.

In addition Capt. WHEATON was in possession of a "Colt" automatic pistol, stamped "United States Property - U.S. Army" complete with magazine containing 7 rounds - Exhibit A. I took possession of this and Capt. WHEATON said "I suppose this will mean a further charge. It was given to me by an American officer."

He then asked me if he could read the statement which he had made yesterday, saying, "The trouble is I say something one day and the next day I have forgotten what it was I said."

I handed him the statement (Exhibit 5) and he read it through afterwards saying, "Yes, that's O.K." He then said that he was concerned at this to make it quite clear that the officers and men concerned at this and had acted in all good faith. I asked him if he wished to put that in the form of a statement. He said "Yes, I think I will." He then made the further statement.

I then left Capt. WHEATON in the custody of the D.A.P.M. and together with Sgt. WHEATON I searched his cabin on the "MAYFLOWER". There I found the receipt which I labelled Exhibit 6, another copy of

(Statement - Capt. WHELAN)

the Ship's Manifest (Exhibit 2) and other papers which I have labelled Exhibit 4. I examined the Ship's log and found that there was no entry relating to the cargo of wine and oranges. (See exhibit Exhibit 2.)

About 10:30 a.m. on the 21st January, 1944 I again saw Capt. WHELAN. I asked him if he could care to give me any information regarding the two men who touched the cargo being loaded at SULLY and also regarding the two men who came to TALLON on his ship. He said "yes." I questioned him and he made the further statement.

I then extended my question to SULLY, and about 11:30 a.m. Wednesday 26th Jan. 44 in company with Captain WHELAN, O.C. 6th Section, S.I.B. I saw Private MCKENNAH at the A.M.C.O.F. Civil Supply Office, STRATHMORE.

I told him who we were and requested him to accompany me to the S.I.B. Office at STRATHMORE. On arrival there I told him who we were and that I was making enquiries regarding a cargo of wine and oranges which had been taken from STRATHMORE to TALLON by Captain WHELAN in an A.M.C.O.F. boat named the "WALLACE" and in regard to which he had issued and signed a "Ship's Manifest" making it appear that this was an A.M.C.O.F. cargo. He replied, "I can tell you all about it as it has been worrying me ever since I arranged it." I questioned him and told him I was anxious to obtain a sum of money which I had reason to believe had been sent over to him by Captain WHELAN. He said, "I have had no money - not a penny." He remarked his kit and effects but failed to find any money. I then told him if he wished to make a statement I would see him after lunch.

I saw him again at 2 p.m. when he elected to make a statement. I questioned him and he made the statement labelled Exhibit 5. He produced to me a letter of introduction relating to Captain WHELAN (Exhibit 1). I showed him the copies of the Ship's Manifest which I had obtained from Capt. WHELAN. These he admitted being the ones he had caused to be made out and which he had signed. He handed to me an authorisation from Major SURTON delegating to him certain powers (Exhibit 7.) I then told him he would be held in arrest on a holding charge of "improperly procuring a Ship's Manifest for the A.M.C.O.F."

On Friday 26th Jan. 1944 I obtained from the same merchant WHELAN, papers, marked Exhibit 2. These I noticed were signed by WHELAN and stamped with the A.M.C.O.F. Supplies Office Stamp, dated 29/12/43. I also obtained, on the same day, from the office of "HQ" Movements 25 loose copies of two letters labelled Exhibits 1 and 2 relating to the "WALLACE". About 2 p.m. 26th Jan. 44 I saw

tion regarding the two men who watched the cargo being loaded at SHUTE and also regarding the two men who came to TARRANT on his ship. "I said 'Yes.'" I cautioned him and he made the further statement.

I then extended my inquiries to SHUTE, and about 11:30 a.m. Wednesday 26th Jan. 1944 in company with Captain MERRILL, C.O. 64 Section, S.I.B. I saw Private MCKENZIE at the A.M.C.D.T. Civil Supply Office, SHUTE.

I told him who we were and requested him to accompany us to the P.I.B. Office at SHUTE. On arrival there I told him who we were and that I was making inquiries regarding a cargo of wine and oranges which had been taken from SHUTE to TARRANT by Captain MERRILL in an A.M.C.D.T. boat named the ALVALENE and in regard to which he had issued and signed a "Ship's Manifest" making it appear that this was an A.M.C.D.T. cargo. He replied, "I can tell you all about it as it has been worrying me ever since I arranged it." I cautioned him and told him I was anxious to obtain a sum of money which I had reason to believe had been sent over to him by Captain MERRILL. He said, "I have had no money - not a penny." We searched his kit and efforts but failed to find any money. I then told him if he wished to make a statement I would see him after lunch.

I saw him again at 2 p.m. when he elected to make a statement. I cautioned him and he made the statement labelled Exhibit 8. He proceeded to use a letter of introduction relating to Captain MERRILL (Exhibit 9). I showed him the copies of the Ship's Manifest which I had obtained from Capt. MERRILL. These he admitted being the ones he had caused to be made out and which he had signed. He handed to me an authorisation from Major GIBSON delegating to him certain powers (Exhibit 10). I then told him he would be held in arrest on a holding charge of "Improperly procuring a Ship's Manifest for the R.C."

ALVALENE at A.M.C.D.T. Civil Supply Office, SHUTE, on 28.12.43." On Friday 26th Jan. 1944 I obtained from the wine merchant GUYARD, payor, marked Exhibit 11. These I noticed were signed by MCKENZIE and stamped with the A.M.C.D.T. Supplier Office Stamp, dated 29/12/43. I also obtained, on the same day, from the office of "Q" documents 55 Area copies of two letters labelled Exhibits 1 and 2 relating to the "ALVALENE". About 2 p.m. 28th Jan. 1944 I saw MCKENZIE at the Guard Room of the Training Camp. I asked him if he would care to give me any further information regarding the passes which were made out for GUYARD and MCKENZIE for them to travel to TARRANT. I cautioned him and he made the further statement.

About 5:30 p.m. on Tuesday 1st February, 1944 I again saw Capt. MERRILL at SHUTE. I told him that no money had yet arrived at SHUTE and asked him if he would care to give me any further information about it. I cautioned him and he said, "Shortly after the final payment of the money for the wine and oranges I met an officer of the A.M.V.B., whom I know as Reggie, in the Officers' Club at TARRANT. I gave him 359,400 lire to hand to MCKENZIE and 100,000 lire, part of my share, to take home for me to put in my banking account at Westminster Bank." This I wrote down in my pocket book and he read it over and signed it."

4084

[Signature]

Captain,
C.O., 67 Section,
S.I.B., C.I.B. Police.

39

Mr. 67 Section,
S.I.B., C.M. Police,
T. 2/2/20.

19th Jan. 44.

STATEMENT OF:-

No. 146982 Captain J.G. WHITTON,
Commanding Officer of the
H.M.S. ALBATROSS.

WIC SAITH:-

"I have been told that I am not obliged to say anything and that anything I say may be given in evidence.

I met several people in SYRACUSE some weeks ago, some-where about Xmas time 1943, and arrangements were made to take a load of wine from SYRACUSE to T. 2/2/20. This wine was loaded on at SYRACUSE on to ALBATROSS and I sailed to AUGUSTA where I was to pick up a convoy for future onward routing. As there was no convoy available until 2nd Jan 44 it was decided to sail me unescorted to T. 2/2/20, where I arrived on the evening of 1st Dec. A quantity of oranges were also loaded onto my ship at SYRACUSE, I found these partly loaded when I got to my ship. Making made no previous arrangements regarding them. But as they were partly loaded I allowed them to carry on.

After making various connections at SYRACUSE and negotiating I eventually disposed of the wine and oranges.

The receipt shown to me refers to the transaction at T. 2/2/20. I was supposed to get 40% and the remainder was to go to SYRACUSE.

I looked upon the whole deal in the way that it did not interfere with the war effort as I had room to spare aboard for the goods, and as far as I was concerned it was a private deal, advantageous to all concerned.

I was carrying the cargo as a favour for A.M.G.O.T. of SYRACUSE.

The ship's manifest which I have shown you, made out by an official of A.M.G.O.T., was handed to me by D. MACKENZIE,

I met several people in England and made a load where about June 1943, and arrangements were made to take a load of wine from SYRACUSE to TARANTO. This wine was loaded on at SYRACUSE on 30 November and I sailed to AUGUSTA where I was to pick up a convey for future onward routing. As there was no convey available until 2nd Jan 44 it was decided to sail on 1st Dec. A quantity of oranges were also loaded onto my ship at SYRACUSE. I found these partly loaded when I got to my ship, having made no previous arrangements regarding them. But as they were partly loaded I allowed them to carry on.

After making various connections at TARANTO and negotiating I eventually disposed of the wine and oranges.

The receipt shown to me refers to the transaction at TARANTO. I was supposed to get 100 and the remainder was to go to SYRACUSE.

I looked upon the whole deal in the way that it did not interfere with the war effort as I had room to spare aboard for the goods, and as far as I was concerned it was a private deal, advantageous to all concerned.

I was carrying the cargo as a favour for A.M.G.O.F. of SYRACUSE.

The ship's manifest which I have shown you, made out by an official of A.M.G.O.F., was handed to me by D. MACHENZIE, and countersigned by the Navy Authorities. This authorised me to carry the cargo of wine. MACHENZIE made arrangements regarding the wine at SYRACUSE and I made arrangements at this end for the sale of the wine.

This statement has been read over to me and it is true."

(Signed) J.G. WHEATON. Capt.

The money which I have handed to you, amounting to 145,400 lire, one hundred and forty one thousand four hundred lire, is the remains of the cash I received from the wine merchant.

(Signed) J.G. WHEATON. Capt.

4087

785017

Ex. C

NO

20th Jan. 44.

FURTHER STATEMENT OF - Capt. WILSON.

On arrival at TILMANTO I got in touch with Capt. LOWELL of the 1015 Locks Operating Company. I showed the ship's manifest relating to the wine and told him I was carrying a cargo of wine and oranges for A.M.G.O.T. As part of this cargo was perishable I asked him whether he would be good enough to get the stuff off the docks as soon as possible. This he said he would do and told me to get in touch with Captain NELSON, who very kindly lent me a Sergeant and a Private as Interpreter to contact the wine merchant. I should like to make it quite clear that these officers, the P.O.O. and the men acted entirely in good faith.

I have read over this statement and it is true.

(Signed) C.O. WILSON Capt.

FURTHER STATEMENT OF - Capt. WILSON.

I have been told that anything I say will be taken down in writing and may be given in evidence.

The people I met at STICHOUSE were MARIKALIE, the wine merchant who I believe is named CHIVASIE, and I believe his cousin who is known as NELSON, having one eye, and who is employed I believe by the S.P.O. They arranged to provide me with the cargo of wine, and also two men to accompany me on my voyage to TILMANTO for the purpose of contacting a wine merchant in this town.

With regard to the oranges, those I found were being loaded on my ship without any previous permission given by myself. I stopped further loading of the oranges, but after finding that they had loaded so many I allowed them to carry on. This was a complete surprise to me and MARIKALIE.

The wine was valued at a minimum selling price of 1,706,000 lire, but I was informed that it might be sold for 2,000,000 or even 3,000,000 according to the state of the market at TILMANTO. Nobody could give me any idea as to what the oranges were likely to be sold for.

The wine was at STICHOUSE and was being loaded on to the ship.

...to the wine and oranges. I showed the ship's cargo of wine and oranges for A.M.O.O.F. as part of this cargo was perishable I asked him whether he would be good enough to get the stuff off the docks as soon as possible. This he said he would do and told me to get in touch with Captain NELSON, the very the wine merchant. I should like to make it quite clear that these officers, the N.C.O. and the man acted entirely in good faith.

I have read over this statement and it is true.

FURTHER STATEMENT OF - Capt. NELSON.
(Signed) T.O. NELSON Capt.

I have been told that anything I say will be taken down in writing and may be given in evidence.

The people I met at SYDNEY were HARRISON, the wine merchant who I believe is named ORFASIN, and I believe his cousin by the S.F.O. They arranged to provide me with the cargo of wine, and also two men to accompany me on my voyage to TARANTO for the purpose of contacting a wine merchant in this town.

With regard to the oranges, these I found were being loaded on my ship without any previous permission given by myself. I stopped further loading of the oranges, but after finding that they had loaded as many I allowed them to carry on. This was a complete surprise to me and HARRISON.

The wine was valued at a minimum selling price of 1,706,000 lire, but I was informed that it might be sold for 2,000,000 or even 3,000,000 according to the state of the market at TARANTO. Nobody could give me any idea as to what the oranges were likely to be sold for.

The main car at SYDNEY was ORFASIN, he watched the loading, together with NELSON. The loading was done by civilian labour. The two men who accompanied me on the voyage were ROSARIO GUARDO and FIORENTI ROSALINO, and I made sure before I brought them they were vouched by HARRISON and the wine merchant and also signed their pass to TARANTO, by the Field Security at SYDNEY, who counter-

On arrival at TARANTO the two men went ashore at 0730 hrs on 1st Jan. 44 from No. 3 Berth. That morning I received instructions to move to No. 4 Berth and the unloading of the wine and oranges started immediately. Unfortunately I received further instructions to move from this Berth again to the Mare Piccolo, leaving the wine and oranges on the dock side.

STATEMENT - CAPT. WHELDON (Continued)

After three days I eventually contacted two Italians who took me along to an office where there were seven or eight Italian civilians. They offered me 100,000 lire. This I said was ridiculous and I asked what they offered for the whole of the cargo because it was my instructions to find out what they intended giving for the whole of the cargo and I would then take 40% of the proceeds as previously arranged at SIFRANCE. As I could not get no satisfaction from this meeting and as time was passing I contacted an interpreter and proceeded to contact a wine merchant and told him that I wished to store wine and oranges on his premises and I would rely on his honesty to give me a fair price for the lot, making it quite clear that I would be allowed to withdraw the goods if his offer was not satisfactory after he had sampled the wines.

After all the wine and oranges had been delivered to the store he informed me that the quantity of wine and oranges were not as stated and his offer in my opinion was inadequate and I came to the conclusion that he was definitely crooked, but as the whole situation was fraught with difficulties I came to the conclusion that to make the best out of a bad deal I had better accept his offer. This was 599,500 lire. He paid me that amount and I gave him a receipt signed Capt. R.D. WHELDON. Out of that sum I gave the two men who had come over with me 15,000 lire between them, a receipt for which I received. I kept 239,600 lire and sent 359,400 back to SIFRANCE, less 15,000 lire which I had given to the two men. I understood those two men were returning to SIFRANCE. I did not see them again after I had given them the money.

This statement has been read over to me and it is true.

(Signed) T.G. WHELDON, Capt.

Statement taken and signature witnessed by me.

(Signed) W. WHELDON, Capt.

for the whole of the cargo and I would then take the proceeds as previously arranged at SINGAPORE. As I could get no satisfaction from this meeting and as time was passing I contacted an interpreter and proceeded to contact a wine merchant and told him that I wished to store wine and oranges on his premises and I would rely on his honesty to give me a fair price for the lot, making it quite clear that I would be allowed to withdraw the goods if his offer was not satisfactory after he had sampled the wines.

After all the wine and oranges had been delivered to the store he informed me that the quantity of wine and oranges were not as stated and his offer in my opinion was inadequate and I came to the conclusion that he was definitely crooked, but as the conclusion situation was fraught with difficulties I came to the conclusion that to make the best out of a bad deal I had better accept his offer. This was 599,500 lire. He paid me that amount and I gave him a receipt signed Capt. W.D. LINDSAY. Out of that sum I gave the two men who had come over with me 15,000 lire between them, a receipt for which I received. I kept 239,600 lire and sent 359,400 back to MACKENZIE, less 15,000 lire which I had given to the two men. I understood these two men were returning to SINGAPORE. I did not see them again after I had given them the money.

This statement has been read over to me and it is true.

(Signed) T.O. WHELDON. Capt.

Statement taken and signature witnessed by me.

(Signed) W. HATCHINGS. Capt.

Ex R

42

St. 67 ation,
S.I.B., U.M. Police,
TARANTO.

Extracts from log of U/S ALBAZAR (W.N. 90)
From 21.12.43 to 20.1.44.

21.12.43. In Syracuse.
10.30 Commenced loading.
12.00 Finished loading for day.

22.12.43. 07.00 Commenced loading for day.
10.30 Finished loading.

23.12.43. In Syracuse.

24.12.43. Shifted ship to Berth ahead (Berth 3.)

25.12.43. Xmas Day. Make and Mend.

26.12.43. Hatches opened for ventilating hold.

27.12.43. 07.15 Shifted from Berth 3 to Trawler Berth.
07.45 Alongside Trawler Berth.
(9.30) Moved to opposite Berth to top up water tanks.

28.12.43. Hatches battened down.

29.12.43. 10.00 Left Trawler Berth.
12.30 Through boom in Augusta
13.05 Alongside S. Trawler "CEVA".
15.10 Shifted to watering berth.
14.10 Left watering berth.
17.07 Steamed log.

30.12.43. Under way.

31.12.43. 15.45 Through outer boom at Taranto.
16.45 Alongside in Mercantile Port.

1.1.44. 15.30 Shifted to Berth on opposite side of Mercantile Port.
16.30 Alongside new berth.

2.1.44. 07.00 Commenced discharging part cargo.
12.30 Finished discharging part cargo.
13.50 Left Mercantile Port for Varna, Bulgaria.

22.12.43. 10.30 Commenced loading.
 12.00 Finished loading for day.
 23.12.43. 07.00 Commenced loading for day.
 10.30 Finished loading.
 24.12.43. In Syracuse.
 25.12.43. Shifted ship to berth ahead (North 3.)
 26.12.43. Done Day. Make and Mend.
 27.12.43. Hatches opened for ventilating hold.
 28.12.43. 07.15 Shifted from Berth 3 to Transfer Berth.
 07.45 Alongside Transfer Berth.
 08.30 Moved to opposite Berth to top up water tanks.
 29.12.43. Hatches battened down.
 30.12.43. 10.00 Left Transfer Berth.
 12.30 Through Room in Augusta
 13.05 Alongside S. Transfer "B3/A".
 15.10 Shifted to watering berth.
 14.10 Left watering berth.
 17.07 Stowed log.
 31.12.43. Under way.
 1.1.44. 15.45 Through outer boom at Taranto.
 16.00 Alongside in Mercantile Port.
 2.1.44. 07.30 Commenced discharging part cargo.
 12.30 Finished discharging part cargo.
 12.50 Left Mercantile Port for Mare Piccolo.
 14.15 Alongside S.S. - anchored in Mare Piccolo.
 3.1.44. Alongside S.S. - Crew painting piddling and Deck Hoisting.
 4.1.44. Alongside S.S. - Crew overhauling running gear and stays.
 Guns cleaned and greased. Starboard lifeboat lowered away.
 5.1.44. Alongside S.S. - Life-boat Drill. Life Belts and life saving equipment overhauled.
 6.1.44. Alongside S.S. - Windlass brake taken ashore and repaired.
 Winches, Pinnace, Stowing Gear etc. greased. Falls on deck-boards tatted and run over where necessary. Fire drill.
 7.1.44. Alongside S.S. - Deck stores overhauled and deficiencies noted. Main-hall chipped and painted.
 8.1.44. Alongside S.S. - Fire Drill. Rifle Inspection.
 Gun cleaned. Rockets overhauled. Make and Mend from 12.00

Ex. 1

43

9.1.44. Alongside S.S. - Ship worked down. Stays Inspection. Hales and Lead.

10.1.44. Alongside S.S. - Crew chipping and painting gunwales and gunno. lockers. Gun greased and overhauled. Fire fighting apparatus tested. (Condition fair).

11.1.44. Alongside S.S. - Crew painting life-bots, oilers and greasing 300 blocks. Life-boat stores overhauled.

12.1.44. Alongside S.S. - Rifle inspection. Crew painting bont-deck, davies etc.

13.1.44. Alongside S.S. - Gun cleaned. Topping lift greased and stays. Shrouds and guboi gun greased and slack taken up where necessary.

14.1.44. 10.00 Tugs alongside. Left S.S. - for berth alongside S.S. - 10.25 Tied up alongside S.S. - in Harb Foccolo.

15.1.44. Alongside S.S. - Crew painting etc. Windlass and winches chipped and painted.

16.1.44. Alongside S.S. - Ship worked down. Gun cleaned. Hales and Lead.

17.1.44. Alongside S.S. - Crew painting, windlass and winches greased. Hatches ventilated.

18.1.44. 14.15 Tugs alongside.
14.20 Left S.S. - for berth 12.
15.05 Alongside S.S. - at berth 12.

19.1.44. Alongside S.S. - at Berth 12.
07.30 Commenced discharging cargo in hatch onto R.S. lighter.
17.00 Finished discharging for day.

20.1.44. Alongside S.S. - at Berth 12.
07.00 Continued discharging.
Told by O.C. 247 Motor Bont Coy. (R.A.S.C.) to
take command of vessel.
05.00 Finished discharging for day

785017

- 11.1.44. Alongside S.S. - Crew painting lifeboats, cleaning gunwales, life-boat stores overhauled.
- 12.1.44. Alongside S.S. - Rifle inspection. Crew painting boat-dock, gunwale etc.
- 13.1.44. Alongside S.S. - Gun cleaned. Topping lift greased and oiled. Gunwales and funnel gys greased and slack taken up where necessary.
- 14.1.44. 10.00 Tugs alongside. Left S.S. - for berth alongside S.S. -
10.20 Pined up alongside S.S. - in Mare Piccolo.
- 15.1.44. Alongside S.S. - Crew painting etc. Windlasses and winches oiled and greased.
- 16.1.44. Alongside S.S. - Ship washed down. Gun cleaned. Masts and Mord.
- 17.1.44. Alongside S.S. - Crew painting, windlasses and winches greased. Hatchways ventilated.
- 18.1.44. 14.15 Tugs alongside.
14.20 Left S.S. - for Berth 12.
15.05 Alongside S.S. - at Berth 12.
- 19.1.44. Alongside S.S. - at Berth 12.
07.30 Commenced discharging cargo in hatch onto R.E. lighter.
17.00 Finished discharging for day.
- 20.1.44. Alongside S.S. - at Berth 12.
07.00 Continued discharging.
Told by S.O. 247 Motor Boat Coy. (R.A.S.C.) to take command of vessel.
09.00 Finished discharging for day

CERTIFIED a true extract from the log of S/T "ALVALAZER" (K.T.90)

(Signed) Sgt. T.H. PACE. 95183

This extract was made under my supervision, and with the exception of some Navigational details it is a true copy.

(Signed) I.M.D. CTR.

Lt. R.N.V.R.

P.R.S.C. TIRANNO AREA.

Certified checked and correct.

(Signed) M. ASHBY. 340.

67 S.I.S., C.M.F.

4073

785017

Mo. 67 Section,
M.I.D., C.M. Police,
D.M.A.P.O.

26th Jan. 44.

STATEMENT OF:-

Mo. S/264113 Private LOCKERIE, Ronald
Valentine Leadbetter,
M.N.C.O.F., Civil Supplies Office, CHICAGO.

WHO SMITH:-

"I have been told that I am not obliged to say anything, and that anything I do say will be taken down in writing and may be given in evidence.

I was engaged in the M.N.C.O.F., Civil Supplies Office at SYRACUSE carrying out duties in charge of exports. I have been and receiving cargoes from the Governor of Malta, also to Regie Calabria. I opened up this Export business for SYRACUSE and have developed it to such an extent that the value of the exports now amount to roughly 25 million lire a month. I was given a procuration to deal with all this business by the C.S.O., Major A.G.A. HUTTON. I have handed this procuration to you and it does include authority to sign Ship's Manifests. I myself have signed all export evidence addressed to the Governor of Malta on behalf of the Civil Supplies Office. I also signed requisition notes and letters to such officials as the H.T.O., Government Control, etc. I have been so engaged since about the middle of September.

Lieut. S.S. HALL arrived in the ST. VINCENT at the port of SYRACUSE about the end of November, 1943, this officer was given my name by someone with a view to obtaining assistance from me to get his boat towed back to Malta. This I arranged for him and he was towed back to MALTA by the S.S. LAFAYETTE. He sent me one or two letters of thanks, and in the last one he said a friend of his was visiting SYRACUSE and would give him some material assistance. He named his friend as Captain WHITMAN. A day or so after the 17th Dec. 43 Captain WHITMAN came to my office. This was the first time I had ever seen him. He asked me if I could arrange a cargo for him to MALTA. He told me he was the Captain of the LAFAYETTE. I satisfied myself that this was the case by going on the ship and then told him that I couldn't arrange officially for him to do this for M.N.C.O.F. but that I would put him in touch with a ship merchant from whom he could obtain supplies. First of all I spoke to the Inter-

WHO SAID:-

"I have been told that I am not obliged to say anything and that anything I do say will be taken down in writing and may be given in evidence.

I was engaged in the A.M.C.O.V. Civil Supplies Office at SYDNEY carrying out duties in charge of exports. I have been and receiving cargoes from the Governor of Malta, also to Regia Calabria. I opened up this export business for SYDNEY and have developed it to such an extent that the value of the exports now amount to roughly 25 million lire a month. I was given a procuration to deal with all this business by the C.S.O., Major A.O.A. STATION. I have handled this procuration to you and it does include authority to sign ship's manifests. I myself have signed all correspondence addressed to the Governor of Malta on behalf of the Civil Supplies Office. I also signed requisition notes and letters to such officials as the M.T.O., Movement Control, etc. I have been so engaged since about the middle of September.

Lieut. S.S. BALL arrived in the ST. VINCENT at the port of SYDNEY about the end of November, 1943, this officer was given my name by someone with a view to obtaining assistance from me to get his boat towed back to Malta. This I arranged for him and he was towed back to Malta by the S.S. LARSEN. He sent me one or two letters of thanks, and in the last one he said a friend of his was visiting SYDNEY and would give him some material assistance. He named his friend as Captain WILSON. A day or so after the 17th Dec. 43 Captain WILSON came to my office. This was the first time I had ever seen him. He asked me if I could arrange a cargo for him to T.A.M.T. He told me he was the Captain of the LARSEN. I satisfied myself that this was the case by going on the ship and then told him that I couldn't arrange anything officially for him to do this for A.M.C.O.V. but that I would put him in touch with a wine merchant from whom he could obtain supplies. First of all I spoke to the Interior, WILSON, and asked him to arrange a cargo for Capt. WILSON. This cargo was supplied by a wine merchant of SYDNEY named CURVALE. I understood that Capt. WILSON was to receive 40% of the profit and I definitely told Capt. WILSON that I was not at all interested in the financial side. Capt. WILSON will confirm this. This transaction was more or less arranged in my office. Capt. WILSON, Captain, CALIFORNIA, Mr. DE LUKE of the Administration Dept. and myself being present. They were in my office two or three times discussing this deal while I carried on with my work. Finally it was arranged that a cargo of wine and a few oranges were to be taken by Capt. WILSON to T.A.M.T. A manifest was prepared by one of the typists in my office, under my instructions, and I signed it for the C.S.O. The C.S.O. was definitely not cognizant of this cargo. 4074

Commission was also asked by WILSON for two of his representatives to travel with the ship in order that they could dispose of the cargo at T.A.M.T. and make arrangements for oranges to be brought back for A.M.C.O.V. I issued the necessary permits

Ev. 'S.

(Statement - Pte. WILKINSON.)

to MANUEL GONZALEZ and FERNANDO MARRERO and these were countermanded by members of the Field Security at the Port Security Section. It would appear to them to be a purely official shipment.

The cargo was loaded, as far as I know, by the wine merchant, and the ship's crew. The ship sailed and I heard nothing further of this affair until about a week ago when GONZALEZ came to my office stating that his representatives were back in SHANGHAI saying that Capt. WILKINSON refused to allow them to sell the cargo and that Capt. WILKINSON had sold all the goods and gone away with all the money except for a sum of 13,000 lire which Capt. WILKINSON had added to these men to get them back to SHANGHAI. They showed an air of being angry I fear, it was addressed to Capt. MANUEL GONZALEZ from Capt. J.C. WILKINSON and the text of the message was to the effect that Capt. WILKINSON had advanced the sum of 13,000 lire in order that the men could get back to SHANGHAI.

I was at a loss to understand what had happened and I explained to GONZALEZ that he was dealing with a British Officer and that he would certainly receive his money. It had been arranged that the money should be sent back with the two agents and I was at a complete loss to understand how they had returned saying they had not the money. I told GONZALEZ he would have to wait until I received word from Capt. WILKINSON.

GONZALEZ was pressing for money owing to the fact that large accounts due to him from A.M.C.F. were outstanding. I requested Mr. MANUEL to advance a sum of money against security to GONZALEZ until his accounts were settled by A.M.C.F. I myself received from MANUEL two hundred and ten thousand lire which I myself counted out to GONZALEZ and handed over to him. I was asked out by GONZALEZ to cover this amount and handed over to Mr. MANUEL.

This money transaction was arranged as GONZALEZ had received no money from Capt. WILKINSON and urgently needed funds. I had received no money from WILKINSON, but on the 24th Jan. 44 I received a letter from him, dated 7th Jan. 44. In this letter Capt. WILKINSON explained bitterly about the two representatives, stating they were rogues and that he himself finally had to sell the goods at a figure nothing like that which had been reckoned on, this was around about two and a half million, and that he was sending over the money, this as far as I remember was three or four hundred thousand lire, by a friend direct to me. So far I have not seen or heard anything of this friend.

Capt. WELDON refused to allow them to tell the cargo. WELDON had sold all the goods and gave away with all the money except for a sum of 13,000 lire which Capt. WELDON had handed to these men to get the back to WELDON. They showed an air of surprise and it was addressed to Capt. WELDON. WELDON said that J.C. WELDON had the text of the message and to the effect that Capt. WELDON had advanced the sum of 13,000 lire in order that the men could get back to ST. AUGUSTINE.

I was at a loss to understand what had happened and I explained to WELDON that he was dealing with a British Officer and that he would certainly receive his money. It had been arranged that the money should be sent back with the two agents and I was at complete loss to understand how they had returned saying they had not the money. I told WELDON he would have to wait until I received word from Capt. WELDON.

WELDON was pressing for money owing to the fact that large accounts due to him from M.C.O.F. were outstanding. I requested Mr. DALLON to advance a sum of money against security to WELDON until his accounts were settled by M.C.O.F. I myself received from M.C.O.F. two hundred and ten thousand lire which I myself counted out to WELDON and handed over to him. A change was made out by WELDON to cover this amount and handed over to Mr. DALLON.

This money transaction was arranged as WELDON had received no money from Capt. WELDON and urgently needed funds. I had received no money from WELDON, but on the 24th Jan. 44 I received a letter from him, dated 7th Jan. 44. In this letter Capt. WELDON complained bitterly about the two representatives, stating they were rogues and that he himself finally had to sell the goods at a figure nothing like that which had been reckoned on, this was about two and a half million, and that he was sending over the money, this as far as I remember was three or four hundred thousand lire, by a friend direct to me. So far I have not seen or heard anything of this friend.

When this cargo was in the process of being loaded I remarked to Capt. WELDON that I was afraid the affair was irregular and that if he was found out he would be Court Martialled. He said he was perfectly aware of this and that was why he intended taking such a large percentage. The reason I made out the manifest was purely to help him as I had been requested by Lieut. Hill. Capt. WELDON himself took the manifest to Mary Haug for counter-signature. I gave Capt. WELDON to understand that I was not interested in the financial side, although I knew he was to get 40%. Capt. WELDON will no doubt realize that I told him it was impossible for me to spend money here and that I did not wish to get into trouble through taking any money. I know that this taking of cargo under these terms without the permission of S. A. F. would not be countermanded by M.C.O.F. but I took the risk just to oblige him. I have heard the state sent made by Capt. WELDON, I have been cautioned that I need not say anything, but I cannot understand why he does not disclose what method he used to get the money.

E x S

(Statement - Pto. MCKENNAH.)

This statement has been read over to me and is true."

(Signed) P. MCKENNAH.

Statement taken and signature witnessed by me in the presence of Capt. W.J. HENKLE, O.C., G. Sec. 3.1.4. of the G.I.C. Office, STRALBUR.

(Signed) W. HENKLE, Capt.

(Signed) W.J. HENKLE, Capt.

Witness:-

28th Dec. 44.

FURTHER STATEMENT OF PTO. MCKENNAH.

"I have been again told that I am not obliged to say anything and that anything I say will be taken down in writing and may be given in evidence."

With regard to the pass for MEXICO and AMERICA, permitting them to travel to MEXICO. I, as usual, typed this request for permission for these two men to travel in the AMERICA. The phrasing being, to the best of my recollection,

"Permission is requested for the undermentioned to travel to MEXICO in order to arrive, enroute for AMERICA."

Names of the two men were given in full and identity card numbers.

Signed by me for the Major, G.O.C.

Approved in writing by the P.O.C. of the J.I.P.S. Section and they sign it officially."

I handed this permit in the presence of another P.O. Sergeant to the P.O.C. who signed it. I always call him Fred. Immediately it was signed I handed it to Capt. MCKENNAH. This was on the 28th Dec. 44.

785017

EXHIBIT 77

TO WHOMSOEVER IT MAY CONCERN.

The bearer S/2834073 Pte. D.V.L. HARRISON, is writing for and on behalf of ALAN SUTHERS, SPARTAN PROVINCE.

It is requested that any assistance he may require be given him.

He is empowered to take any action he thinks fit, and to sign documents or behalf of the undersigned, who will confirm this on application to this office.

(Signed) A.C.A. SUTTON.

Major.
S.C.O.
ASST.

SLA 282. 7/11/43.

SPARTAN PROVINCE.

Stamp of
A.C.A. SUTHERS
OFFICE.

The bearer G/2880073 Pte. D.V.L. MCKENNAH, in working for
and on behalf of AMIA, SUFFOLK, HIRSHFELD PROVINCE.

It is requested that any assistance he may require be given
him.

He is empowered to take any action he thinks fit, and to sign
documents on behalf of the undersigned, who will confirm this
on application to this office.

(Signed) A.C.S. SUTTON.

Major.
S.C.O.
MAGNET.

SEN-4102. 7/11/43.

SEN-4102. 7/11/43.

Stamp of
A.M.S.O.T. SUFFOLK
OFFICE.

No. 67 Section,
S.I.B., C.M. Police,
H.Q., TARANTO.

REFERENCE:- SIS/67/44483.

SUBJECT:- EXHIBITS.

(re Captain J.G. WHEADON and
Private D.V.L. MACKENZIE.)

- "A" Receipt for tax paid by DONA Teofilo.
- "B" Receipt for 599,500 lire signed "Capt. W.D. ALVAREZ."
- "C" Statement by Captain WHEADON.
- "D" 141,400 lire obtained from Capt. WHEADON on 19 Jan 44.
- "E" Ship's Manifest - obtained from Capt. WHEADON on 19 Jan 44.
- "F" 6,140 lire
20.16 C.H.A. notes.
Two U.S. Dollars.
- "G" Paper showing approximate return.
- "H" Paper showing percentage.
- "I" Paper showing figures re wine.
- "J" Paper showing figures re
wine and oranges.
- "K" Diary.
- "L" Diary.
- "M" Paper with names of two civilians
who travelled on the ship.
- "N" Letter to "Dear Mac."
- "O" Receipt for 13,000 lire signed
by GIOVANNI RONOLINO.
- "P" Second copy of Ship's Manifest.

Found in
possession of
Capt. WHEADON
at time of his
arrest on
20 Jan 44.

Found in
Capt. WHEADON's
cabin on
20 Jan 44.

- "G" Statement by Captain WHEADON.
- "H" 144,400 lire obtained from Capt. WHEADON on 19 Jan 44.
- "I" Ship's Manifest - obtained from Capt. WHEADON on 19 Jan 44.
- "J" 6,540 lire
50-16,0 B.M.A. notes.
Two U.S. Dollars.
- "K" Paper showing approximate return.
- "L" Paper showing percentage.
- "M" Paper showing figures re wine.
- "N" Paper showing figures re wine and oranges.
- "O" Diary.
- "P" Diary.
- "Q" Paper with names of two civilians who travelled on the ship.
- "R" Letter to "Dear Mac."
- "S" Receipt for 13,000 lire signed by FROVENZA Rosolino.
- "T" Second copy of Ship's Manifest.
- "U" 3 Sheets of notepaper headed A.M.G.O.T. and paper with name and address of Major SUTTON.
- "V" Extract from the "Ship's Log" of the "ALVAREZ".
- "W" Statement made by MAYRONE.
- "X" Authorization given to MAYRONE by Major SUTTON.
- "Y" Letter of introduction from Lieut. HALL to MAYRONE relative to Capt. WHEADON.

Found in
possession of
Capt. WHEADON
at time of his
arrest on
20 Jan 44.

Found in
Capt. WHEADON's
cabin on
20 Jan 44.

4073

EXHIBITS.

- WY* Envelope alleged to have contained a letter from Capt. WHEADON to MACDONALD.
- WY* Forms signed and stamped by MACDONALD.
- WY* Letter from Capt. RAJUL to Capt. WHEADON.
- WY* Letter from H.Q. (Movements) No. 1 District to "Q" (Movements), JEE. CHSE, ordering "ALVALANER" to load to capacity with ammunition.
- WY* Certificate to the effect that the "ALVALANER" was loaded to capacity.
- WY* "A.I." Colt Automatic - complete with magazine containing 7 rounds of ammunition, found in possession of Captain WHEADON at time of arrest.

- "v" Envelope alleged to have contained a letter from Capt. WILSON to MACKENZIE.
- "w" Form signed and stamped by MACKENZIE.
- "x" Letter from Capt. RABIN to Capt. WILSON.
- "y" Letter from H.Q. (Department) No. 1 District to "w" WILSON, ordering "ALANALAN" to lead to security with ammunition.
- "z" Certificate to the effect that the "ALANALAN" was loaded to capacity.
- "A.1." Colt Automatic - complete with magazine containing 7 rounds of ammunition, found in possession of Captain WILSON at time of arrest.

— 100 —

1204

103501